December 16, 1986

C8450-4-U

Milling & Baking News

Volume 65 Number 42 Fifty-Eight Dollars Per Year

Bracken cites new investment in baking

MANHATTAN, KAS., Dec. 15. — Record capital spending by wholesale bakers is resulting in "tremendous advances" and unprecedented opportunities in baking operations, Robert W. Bracken, executive vice-president of operations, Continental Baking Co., St. Louis, said Friday in a commencement address at the American Institute of Baking in Manhattan. In urging students graduating from A.I.B.'s Baking Science and Technology Class No. 129 and Bakery Maintenance Engineering Class No. 6 to play a major role in efficient utilization of new equipment and technology, Mr. Bracken said:

"Major capital is being spent by our industry. My company is spending at record levels, and it's my impression that our competitors are, too.

"This means a stronger, more stable industry. But you must be willing to try new ideas, to give new

(Continued on Page 13.)

COMMENT

Dealing with U.S.S.R. numbers

Now that the Foreign Agricultural Service of the U.S. Department Agriculture as well as the International Wheat Council have both "accepted" the estimate that all grain production in the Soviet Union in 1986 reached 210 million tonnes, grain prices have been under additional pressure as the full impact of that outturn sinks in. Agreement by these respected forecasting agencies means the U.S.S.R. not only has produced a great deal more grain this year than was estimated a short time ago (the crop at one time was estimated as low as 180 million tonnes) but also that world trade in wheat and coarse grains will fall.

The most direct impact of the larger U.S.S.R. crop projections is a nearly corresponding reduction in estimated imports by that country. The F.A.S. projects Soviet takings in 1986-87 at 21 million tonnes, the smallest since 1978-79 and contrasted with the record of 55.4 million in 1984-85. That drop will weigh most heavily on U.S. exports.

If the U.S.S.R. estimates are realized, and there are those who voice skepticism about the correctness of the "210" figure, further weight is given to the authorities who declare a fundamental, structural change has occurred in the world grain supply-demand situation.

BETHESDA MD

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Wheat carryover boost... 12

U.S. Department of Agriculture raises projection of wheat carryover next June 1 50 million bus to 1,887 million bus, 18 million less than current season's ord. Upturn from November matches cutback in hard red winter exports. No changes in production estimates or projections of domestic disappearance.

Soviet trade potential..... 53

Myron R. Laserson of Continental Grain Co. tells State Department symposium that U.S.S.R. "wants to buy grain" and U.S. should "do everything possible to restore and expand trade" with the Soviets. Export Enhancement Program cited as helping Soviets but hurting everyone else by lowering world grain prices.

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World Grain Congress in Indonesia analyzes broad range of technical and market forces in world grain business, with emphasis on technological information needs of developing countries. More than 150 delegates from 30 countries attend.

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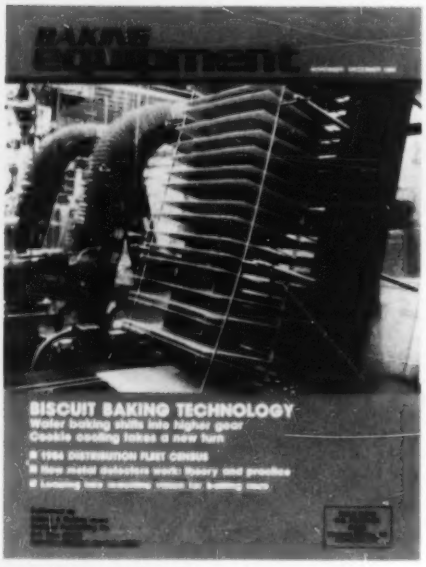
BAKING'S MEGATRENDS

November/December 1986



On the cover: *Fresh from the oven, wafers must cool so that they lie flat for filling. The high arch conveyors at Windsor Wafer allow maximum air contact for speedy cooling.*

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The equipment and engineering magazine for baked foods manufacturers:
Wholesale bread and cake bakers
Cookie and cracker manufacturers
Frozen dough producers
Snack manufacturers
Pasta manufacturers
Food service bakers

Published bimonthly as a supplement to:

Milling & Baking News

BAKING equipment

The equipment and engineering supplement to Milling & Baking News.

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Computerized image processing may soon go three dimensional, getting close to the human eye's versatility.

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Lender's Bagel Bakery opens a new 33,000-sq-ft distribution center to keep pace with growing consumer demand.

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Fleet census profiles changing specs, engine types and operating methods

Longer, lighter, diesel-powered and operated by an independent distributor — that's the baker's 'walk-in/route van of tomorrow.'

by Laurie Gorton, Editor

Future fleet buying plans have more than doubled since 1984, according to a new "census" of baking's distribution fleet. Other findings? More vehicles are being operated by independent distributors. And bakery fleet managers show a marked preference for longer route trucks and for diesel engines to power those trucks.

Those are the key trends found in the 1986 Bakery Fleet Transportation Survey, prepared by the Fleet Executives Committee of the American Bakers Association and released in early November 1986. It studies fleet operating variables with data gathered in August and September 1986. Altogether, the 1986 Bakery Fleet Transportation Survey's 62 participating companies and their 42,123 vehicles provide a sample representing roughly 30% of the industry's fleet, estimated by the A.B.A. to total some 130,000 to 140,000 vehicles.

This is the third "fleet census" done by the A.B.A. Results of earlier surveys were previously published (See *Baking Equipment* of Dec. 13, 1983, Pages BE-29-BE-40; and of Dec. 25, 1984, Pages BE-25-BE-36). The fleet survey was not conducted during 1985 because of Baking Expo '85. (The raw data for the 1986 survey is given on page BE-26 in a tabular format that matches the 1984 and 1983 surveys.)

Changing 'demographics.' The survey's vehicle profile (**Table 1**) reveals that roughly the same fleet has been sampled in all three surveys. Thus, a comparison of the census results reveals the fleet's changing "demographics" — the shifts in size, engine choice and age of equipment are readily evident.

The 1986 fleet is roughly the same size, although the base sample has 21% more companies participating (from 51 up to 62). The number of companies with fleets of 151-499 increased by 42% (from 12 to 17) and those with fleets of 150 or less increased by 26% (from 27 to 34). The number of companies with fleets of 500 or more decreased by 8% (from 12 to 11).

Even though the number of companies surveyed is larger this time, the number of trucks covered is 6% lower than in 1984. This may be due, in part, to an increase in the number of trucks operated by independent distributors, especially among medium size fleets. With only a few exceptions, these independently operated walk-in/route vans are not included in this survey.

The trend toward leasing and independent distributors continues, as predicted by the 1984 and 1983 surveys. Among the various classes of vehicles, tractors are the most likely to be leased: leasing covers 50% of all tractors operating in bakery fleets, compared with 39% of automobiles, compared to 20% of walk-in/route vans and 31% of medium/heavy duty straight trucks. Among companies which lease trucks, more than half (14 of 24) provide the maintenance on the trucks they lease.

Use of independent distributors is up 30% among walk-in/route vehicles, from 2,707 reported in 1984 to 3,527 in the 1986 survey. The biggest switch was reported among fleets under 500 vehicles: 2,250 vehicles being independently operated in 1986, as compared with 189 reported in 1984. Altogether, this "outside" fleet operates roughly 8% of all walk-in/route vans in the industry.

More and longer vans. New vehicle buying plans have doubled, with the 62 companies reporting 2,060 new walk-in/route vans, 64 new straight trucks, 266 new tractors and 324 new trailers to be added during the next 12 months — 2,714 new vehicles in all, an increase of 97% over 1984's 12-month prediction of 1,375 new vehicles.

And the shape of tommorrow's baking fleet is clear. The new walk-in/route vans will, typically, be 15 or more ft in length, will weigh under 10,000 gross vehicle weight (GVW) and will be powered by a diesel engine. That's what the 1986 survey predicts about "the route van of tomorrow."

Indeed, the industry's preference for a longer route delivery vehicle has already shown up in the differences between the 1984 fleet and the 1986 fleet (**Table 2**). In the 1984 distribution survey, half the respondents said that in the future they would be purchasing longer route truck bodies that the company presently used. And, as predicted, bakers indeed did buy longer truck bodies for their route vehicles. This has changed the existing fleet so that there are proportionally fewer vehicles in the 12-ft and 13-to-14 ft categories and more in the 15-to-16 ft category.

Where only 21% of the 1984 walk-in/route vans were 15 ft or longer, in 1986 this category now accounts for 45% of those vehicles. The same strong 77% preference for longer vans seen during 1984 is also found in purchase plans reported in 1986. The "current" fleet of walk-in/route vans is getting longer:

Van length	1986	1984	+/-%
Under 12 ft	2,633	2,124	+24.0%
12 ft	2,959	3,911	-24.3%
13-14 ft	10,915	18,452	-40.8%
15-16 ft	12,402	5,685	+118.2%
Over 16 ft	871	543	+60.4%

Although this fleet has proportionally fewer mid-range route vans (those weighing 10,000 to 15,000 lb GVW), these larger vans are doing more of the distribution work. They are being driven more miles and make more stops, but they spend less time on the highway (**Table 3**).

Oddly, the purchase plans for new walk-in/route vans strongly favor the lighter route vans. New orders detailed by the 1986 survey indicate that 91% of the vehicles in this category will be specified at 10,000 lb GVW

Table 1: VEHICLE PROFILE OF BAKING'S FLEET

	1986	1984	1983
Walk-in/route vans			
10,000 lb GVW or less	23,877 (57%)	23,444 (53%)	27,313 (57%)
10,001-15,000 lb GVW	5,903 (14%)	8,466 (19%)	7,532 (16%)
15,001-19,500 lb GVW	—	255 (<1%)	281 (<1%)
All route trucks	**29,780 (71%)**	**32,165 (73%)**	**35,126 (73%)**
Medium trucks			
19,501-26,000 lb GVW	467 (1%)	475 (1%)	496 (1%)
26,001-33,000 lb GVW	227 (<1%)	208 (<1%)	445 (1%)
Over 33,000 lb GVW	9 (<1%)	20 (<1%)	—
All medium trucks	**703 (2%)**	**703 (2%)**	**941 (2%)**
Tractors			
Medium, 2-axle	2,385 (6%)	2,694 (6%)	2,989 (6%)
Heavy, 3-axle	1,121 (3%)	636 (1%)	685 (1%)
All tractors	**3,506 (8%)**	**3,330 (8%)**	**3,674 (8%)**
ALL TRUCKS	**33,989 (81%)**	**36,198 (82%)**	**39,741 (83%)**
Cars	**3,341 (8%)**	**3,359 (8%)**	**3,415 (7%)**
Trailers	**4,793 (11%)**	**4,802 (11%)**	**5,013 (10%)**
TOTAL FLEET	**42,123**	**44,359**	**48,169**
Number of companies	62	51	94
Vehicles per company	679	869	512

or less, compared with 55% of 1984's new orders. This change in weight preference may be due to recent development programs by various vehicle manufacturers to achieve the lighter weights in longer lengths.

Diesel the 'fuel of choice.' As also predicted by the 1984 survey, diesel fuel is rapidly becoming the bakery fleet's "fuel of choice." The emergence of the diesel alternative is also shown by the amount of fuels that baking companies reported purchasing during calendar 1985. For this group of 42,123 vehicles (5% fewer than the number reported in 1984), bakers bought 8% more gasoline, 57% less propane and roughly the same amount of diesel fuel.

The shift toward diesel is very vividly demonstrated by the kinds of engines that bakers say they will be installing in their new bodies. As with the 1984 study, no one indicated propane or CNG among the new engines to be purchased in the next 12 months.

Engine	1986	1984	+/−%
CURRENT FLEET			
Gasoline	18,287	20,688	−11.6%
Diesel	9,339	4,379	+113.3%
Propane	1,978	4,607	−57.0%
CNG	114	103	+10.7%
NEW ORDERS			
Gasoline	262	609	−57.0%
Diesel	1,798	401	+348.4%

Although gasoline prices have been dropping, diesel has remained attractive to "industrial" users such as the bakery fleet. Substantial mileage differences do exist. Because of their size and operating conditions, bakery delivery vehicles typically get 8 to 9 mpg with gasoline, but that increases to 14 to 19 mpg when diesel-powered.

The strong fuel preference for diesel today **(Table 4)** is a choice that is no longer limited to just the medium and heavy duty trucks and tractors. Although 61% of the walk-in/route van fleet is fueled by gasoline (down from 72% in 1984), diesel is the choice for 33% of those vehicles (up from 8% in 1984). The preference for diesel is even more visible in the new purchases: 87% of new walk-in/route van chassis will have diesel engines, according to 1986 purchase plans (up from

Table 2: CHANGING VAN LENGTHS

Current fleet — New orders

	1986	1984	1986	1984
<12 ft	9%	7%	8%	16%
12 ft	10%	10%	—	—
13-14 ft	37%	62%	15%	6%
15-16 ft	42%	19%	71%	52%
>16 ft	3%	2%	5%	25%

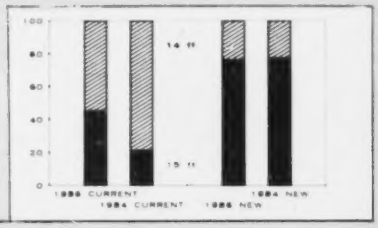


Table 3: MORE USE FOR HEAVIER VANS

	1986	1984
MILES PER YEAR		
<10,000 lb GVW	13,617	17,098
10-15,000 lb GVW	19,704	16,953
STOPS PER DAY		
<10,000 lb GVW	20	32.5
10-15,000 lb GVW	26	35
PERCENTAGE HIGHWAY DRIVING		
<10,000 lb GVW	22	20
10-15,000 lb GVW	18	20

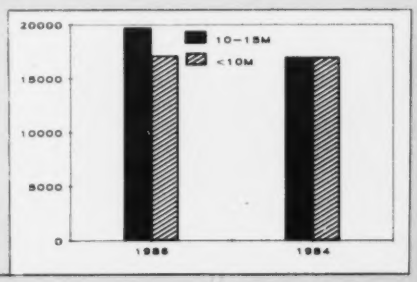


Table 4: CHANGING FUEL CHOICES

	Current fleet		New orders	
	1986	1984	1986	1984
<10,000 lb GVW				
Gasoline	68%	72%	9%	70%
Diesel	23%	8%	91%	30%
Propane	8%	20%	—	—
CNG	<1%	<1%	—	—
10,000-15,000 lb GVW				
Gasoline	33%	47%	59%	48%
Diesel	65%	53%	41%	52%

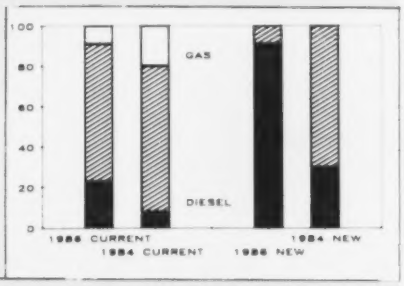
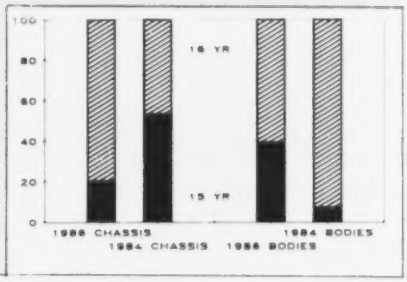


Table 5: CHANGING LIFE EXPECTANCIES

	1986	1984	+/− pts
CHASSIS			
<10 years	1.4%	9.6%	−8.2
11-15 years	18.9%	43.2%	−24.3
16-19 years	67.3%	39.4%	+27.9
20 years+	17.4%	7.7%	+9.7
TRUCK BODIES			
<10 years	0.3%	—	+0.3
11-15 years	38.5%	6.9%	+31.6
16-19 years	22.4%	61.5%	−39.1
20 years+	38.8%	31.5%	+7.3



33% reported in 1984).

Tire-buying preferences continue to trend toward radial tires, although bias-ply tires still account for the majority of tires bought. Today, radial tires enjoy a 28% market share, as compared to 7% share reported in 1983. When asked about this point, several bakery fleet managers have said that they get better mileage out of the radial tire.

Tire type	1986	1984	1983
Bias ply	30,182	31,296	41,581
Radial	11,604	9,364	3,282

Modernization. Service life expectations have altered somewhat, with bakers looking for longer life from the chassis of a walk-in/route van, but estimating body life for this vehicle type over shorter periods of time (**Table 5**). Chassis re-life programs involve 15 of the responding companies (up from 11 among the 1984 survey), and 10 of these are operated in-house. Body re-life programs are less common — noted by only three companies in this survey, although seven respondents reported putting refurbished bodies onto new chassis.

In the past 12 months, seven companies reported that they had recycled 77 refurbished old bodies onto new chassis. While

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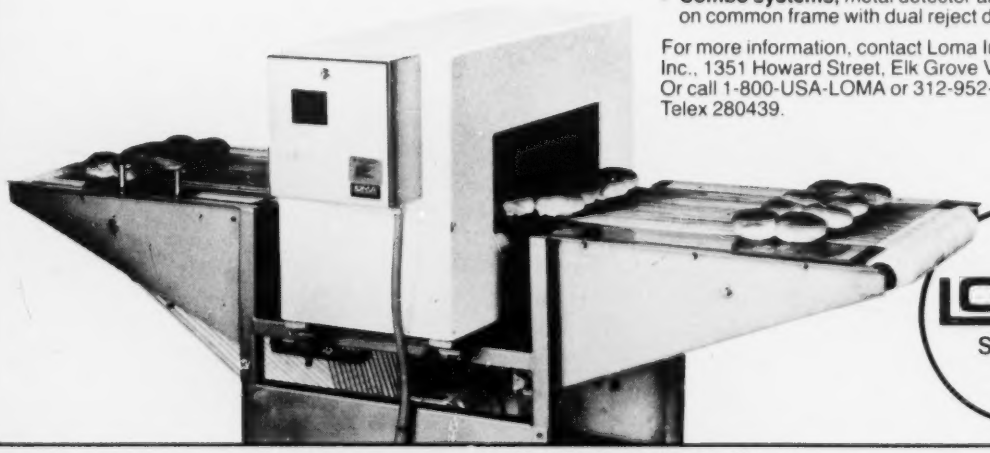

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56 of these were recycled by companies with large fleets (500 and more vehicles), 21 of the "old bodies on new chassis" trucks were reported by companies with fleets of 150 or less vehicles.

Vehicle stretching is a common practice among bakery fleets, with 15 of the companies responding to the 1986 survey reporting such programs. (There were 10 such programs represented in the 1984 survey.) Altogether 1,818 vehicles have been stretched. The original length before stretching averaged 11.5 ft; after stretching, the vehicles averaged 14.5 ft.

Getting more use of trucks. When trucking was "deregulated," many fleet managers started looking at backhaul and inter-company transfer opportunities. What was a budding interest, according to the 1984 survey, has started to flower in 1986, becoming a significant way of operating for bakery fleets. Advantage was being taken of compensated intercorporate hauling by 27% of the participating companies; common carrier authority by 23%; contract carrier authority by 19%; single source leasing by 23%; trip leasing by 11%.

Among the companies using contract or common carriage, 9.5% (weighted average) of the total transport operation was being done with these methods.

Fleet operations haven't escaped the escalating insurance costs. The 1986 survey asked several new questions about company and fleet insurance. A comprehensive umbrella policy covers the entire baking company for 61% of the respondents, while 21% noted that insurance for the private fleet is handled separately. Of these bakers, 21% are self-insured.

Although most (66%) reported renewing their present insurance policy this year (23% indicated that 1985 was the most recent renewal date), nearly every company experienced a rate increase. Only five companies (8%) said their rates had stayed the same. For the 47 others (75% of the total sample), rates increased by a weighted average of 53%. Ten companies (16%) indicated that at the time of the last policy renewal, there was a significant change in coverage (e.g.: reduction in coverage, increase in deductible.)

Limited edition report. In addition to the statistical census of baking's fleet which follows on the next page, the 1986 A.B.A. survey provides very specific data on the makes and age of the chassis, engines, bodies and trucks that comprise baking's fleet. Because of space limitations for this article, the editors of *Baking Equipment* have prepared a "limited edition" report, in spread sheet form, of this brand name information. Copies may be requested from the editor by circling number 200 on the Reader Service Card, page BE-49. ■

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Vehicle type and operating statistics for 1986 Bakery Fleet Transportation Survey

Vehicles in fleet	TOTAL FLEET	Fleet A 500+	Fleet B 499-151	Fleet C 150-0
GENERAL TOTALS				
Number of companies	62	11	17	34
VEHICLES operated				
Walk-in/route vans	29,780	25,175	3,601	1,004
Medium trucks (straight trucks)	703	282	365	56
Tractors	3,506	2,566	491	449
Automobiles	3,341	2,049	719	573
Trailers	4,793	3,245	773	775
Vehicles (without trailers)	37,330	30,072	5,176	2,082
Vehicles (with trailers)	42,123	33,317	5,949	2,857
AUTOMOBILES operated				
Total	3,341	2,049	719	573
Company-owned	2,045	1,292	361	392
Leased	1,296	757	358	181
FUEL PURCHASES for calendar 1985 (1,000s of gal)				
Gasoline	38,576	29,096	7,115	2,365
Diesel fuel	48,279	36,975	5,748	5,556
Propane	6,429	5,443	951	36
CNG	239	172	—	68
TOTAL	93,523	71,686	13,819	8,019
WALK-IN/ROUTE VANS				
Total	29,780	25,175	3,601	1,004
Under 10,000 lb GVW				
Total	23,877	20,348	2,819	710
Company-owned	19,968	16,521	2,800	647
Leased	3,909	3,827	19	63
10,000 to 15,000 lb GVW				
Total	5,903	4,827	782	294
Company-owned	3,568	2,653	621	294
Leased	2,335	2,174	161	—
15,001 to 19,500 lb GVW				
None in this class were reported for 1985				
Number of gasoline engines				
Under 10,000 lb GVW	16,343	13,422	2,346	575
10,000-15,000 lb GVW	1,944	1,110	567	267
Total	18,287	14,532	2,913	842
Number of diesel engines				
Under 10,000 lb GVW	5,442	5,021	288	133
10,000-15,000 lb GVW	3,907	3,717	174	16
Total	9,339	8,738	453	149
Number of propane engines				
Under 10,000 lb GVW	1,978	1,791	185	2
10,000-15,000 lb GVW	52	—	41	11
Total	2,030	1,791	226	13
Number of CNG engines				
Under 10,000 lb GVW	114	114	—	—
10,000-15,000 lb GVW	—	—	—	—
Number of electrically-powered engines				
None in this class were reported for 1985				
Walk-in/route van body length				
Under 12 ft				
Under 10,000 lb GVW	2,484	2,488	33	3
10,000-15,000 lb GVW	149	145	3	1
Total	2,633	2,593	36	4
12 ft				
Under 10,000 lb GVW	2,789	2,471	240	78
10,000-15,000 lb GVW	170	127	36	7
Total	2,959	2,598	276	85
13-14 ft				
Under 10,000 lb GVW	10,378	8,916	1,186	276
10,000-15,000 lb GVW	537	118	344	75
Total	10,915	9,034	1,530	351
15-16 ft				
Under 10,000 lb GVW	7,510	5,887	1,311	312
10,000-15,000 lb GVW	4,892	4,390	291	211
Total	12,402	10,277	1,602	523
Over 16 ft				
Under 10,000 lb GVW	716	626	49	41
10,000-15,000 lb GVW	155	47	108	—
Total	871	673	157	41
New route truck body purchases planned in the next 12 months				
Under 12 ft	164	164	—	—
12 ft	—	—	—	—
13-14 ft	316	260	39	17
15-16 ft	1,472	1,331	88	54
Over 16 ft	107	25	75	7
Total	2,060	1,780	202	78

Vehicles in fleet	TOTAL FLEET	Fleet A 500+	Fleet B 499-151	Fleet C 150-0
Miles per vehicle per year (weighted average)				
Under 10,000 lb GVW	13,617	12,487	19,559	22,400
10,000-15,000 lb GVW	19,704	18,134	27,890	23,704
Stops per day per vehicle (weighted average)				
Under 10,000 lb GVW	20	19	26	31
10,000-15,000 lb GVW	26	26	25	33
Average top speed (weighted average)				
Under 10,000 lb GVW	50	52	52	59
10,000-15,000 lb GVW	51	51	48	51
Percentage of driving done on interstate or other major highways (weighted average)				
Under 10,000 lb GVW	23%	22%	30%	29%
10,000-15,000 lb GVW	18%	13%	41%	35%
Tire purchases for walk-in/route vans during past 12 months				
Bias-ply tires	30,182	24,950	4,125	1,107
Radial tires	11,604	8,800	1,919	894
Life expectancy of for walk-in/route van truck bodies (weighted average)				
Under 10 years	0.3%	—	—	7.7%
10-15 years	38.5%	37.3%	52.7%	18.3%
16-19 years	22.4%	21.6%	24.3%	35.5%
20 years or more	38.8%	42.0%	23.3%	38.6%
Life expectancy for walk-in/route van chassis (weighted average)				
Under 10 years	1.4%	—	5.2%	21.7%
10-15 years	18.9%	14.6%	47.0%	22.8%
16-19 years	67.3%	67.8%	33.4%	32.7%
20 years or more	17.4%	17.6%	14.4%	22.8%
New chassis purchases planned in next 12 months				
Under 10,000 lb GVW	1,876	1,715	116	45
10,000-15,000 lb GVW	184	65	86	33
Total	2,060	1,780	202	78
Engines powering these new chassis				
GASOLINE				
Under 10,000 lb GVW	175	100	52	23
10,000-15,000 lb GVW	87	25	35	27
Total	262	125	87	50
DIESEL				
Under 10,000 lb GVW	1,701	1,615	64	22
10,000-15,000 lb GVW	97	40	51	6
Total	1,798	1,655	115	28
PROPANE	None			
CNG	None			
MEDIUM/HEAVY DUTY STRAIGHT TRUCKS				
Total	703	282	365	56
19,501 to 26,000 lb GVW				
Total	467	261	172	34
Company-owned	422	241	169	12
Leased	45	20	3	22
26,001 to 33,000 lb GVW				
Total	227	21	193	13
Company-owned	55	16	37	2
Leased	172	5	156	11
Over 33,000 lb GVW				
Total	9	—	—	9
Company-owned	7	—	—	7
Leased	2	—	—	2
Number of gasoline engines				
19,501-26,000 lb GVW	303	148	147	8
26,001-33,000 lb GVW	66	1	63	2
Over 33,000 lb GVW	—	—	—	—
Total	369	149	210	10
Number of diesel engines				
19,501-26,000 lb GVW	107	63	18	26
26,001-33,000 lb GVW	137	70	56	11
Over 33,000 lb GVW	9	—	—	9
Total	253	133	74	46
Number of propane engines				
19,501-26,000 lb GVW	7	—	7	—
26,001-33,000 lb GVW	74	—	74	—
Over 33,000 lb GVW	—	—	—	—
Total	81	—	81	—
Miles per vehicle per year (weighted average)				
19,501-26,000 lb GVW	26,400	31,858	16,941	32,356
26,001-33,000 lb GVW	29,736	28,282	29,752	32,000
Over 33,000 lb GVW	105,000	—	—	105,000
Stops per day per vehicle (weighted average)				
19,501-26,000 lb GVW	10	11	7	12
26,001-33,000 lb GVW	23	7	26	6
Over 33,000 lb GVW	3	—	—	3
Average top speed (weighted average)				
19,501-26,000 lb GVW	51	55	47	43
26,001-33,000 lb GVW	58	53	59	52
Over 33,000 lb GVW	55	—	—	55

Vehicles in fleet	TOTAL FLEET	Fleet A 500+	Fleet B 499-151	Fleet C 150-0
Percentage of driving done on interstate or other major highways (weighted average)				
19,501-26,000 lb GVW	61%	55%	77%	33%
26,001 to 33,000 lb GVW	79%	80%	82%	45%
Over 33,000 lb GVW	99%	—	—	99%
Life expectancy of vehicles (weighted average)				
Under 5 years	—	—	—	—
5-10 years	43.0%	30.5%	48.8%	67.9%
11-15 years	31.9%	66.0%	8.5%	12.5%
Over 15 years	25.2%	3.6%	42.7%	19.6%
New truck purchases planned in next 12 months				
19,501-26,000 lb GVW	25	23	2	—
26,001-33,000 lb GVW	38	30	8	—
Over 33,000 lb GVW	1	—	—	1
Total	64	53	10	1
Engines powering these new trucks				
GASOLINE	None			
DIESEL				
19,501-26,000 lb GVW	25	23	2	—
26,001-33,000 lb GVW	39	30	8	1
Over 33,000 lb GVW	1	—	—	1
PROPANE	None			
CNG	None			
TRACTORS/TRAILERS				
Total tractors	3,506	2,566	491	449
Total trailers	4,793	3,245	773	775
2-axle tractors				
Total	2,385	1,715	439	231
Company-owned	1,522	1,188	235	99
Leased	836	527	204	105
3-axle tractors				
Total	1,121	851	52	218
Company-owned	158	114	8	36
Leased	963	737	44	182
Trailers				
Total	4,793	3,245	773	775
Company-owned	3,671	2,495	583	563
Leased	1,152	750	190	212
Number of gasoline engines				
2-axle tractors	23	—	20	3
3-axle tractors	—	—	—	—
Number of diesel engines				
2-axle tractors	2,352	1,715	419	228
3-axle tractors	1,121	851	52	218
PROPANE	None			
Miles driven per vehicle per year (weighted average)				
2-axle tractors	82,576	84,445	81,495	70,751
3-axle tractors	106,349	103,349	95,904	104,205
Stops per day per vehicle (weighted average)				
2-axle tractors	7	5	6	9
3-axle tractors	5	5	5	4
Average top speed (weighted average)				
2-axle tractors	55	55	56	55
3-axle tractors	52	51	59	53
Percentage of driving done on interstate or other major highways (weighted average)				
2-axle tractors	80%	81%	82%	69%
3-axle tractors	91%	94%	83%	85%
Life expectancy of tractors (weighted average)				
Under 5 years	5.9%	1.0%	21.2%	5.8%
5-8 years	11.9%	3.9%	24.0%	44.4%
9-12 years	65.7%	78.5%	37.5%	23.4%
Over 12 years	16.5%	16.6%	17.3%	14.5%
Number of current trailers				
Single axle	635	247	219	169
Tandem axle	3,832	2,791	550	491
Refrigerated	306	191	2	113
Dry bulk	20	16	2	2
Total	4,793	3,245	773	775
Age of trailers				
Under 5 years	1,674	1,202	236	236
5-10 years	1,789	1,197	233	359
11-15 years	915	595	202	117
Over 15 years	415	251	101	63
Total	4,793	3,245	773	775
New tractor and/or trailer purchases planned in next 12 months				
2-axle tractors	151	130	13	8
3-axle tractors	115	87	2	26
Trailers (total)	324	247	33	44
Single axle	33	18	9	6
Tandem axle	256	219	24	13
Refrigerated	35	10	—	25
Dry bulk	None			
Engines powering these new trucks				
GASOLINE	None			
DIESEL				
2-axle tractors	151	130	13	8
3-axle tractors	115	87	2	26